

The War of 1812

- Even though the US military situation certainly left something to be desired, by 1812, war seemed almost inevitable due to constant violation of US rights in the seas.
- Anyhow, first there was the **Presidential Election of 1812**, which was somewhat of a referendum on the whole war thing. Madison was reelected.
- Then, while the DR "War Hawks" elected in 1810 pressed for war, Britain made last ditch efforts to fix the situation in spring 1812 [ships told to stop clashing w/US, seas reopened to US shipping] but it was too late.
- Congress soon voted over war, w/the land-hungry Southerners and Westerners ["War Hawks"] in favor and the commerce-dependent New Englanders against. The WH won out, and on **June 19** Madison signed the bill and the war began.
- Not surprisingly, the US was totally unprepared:
 - * The DRs debt reduction program had essentially reduced the army and navy to total crap [the navy had a whopping 17 ships].
 - * Nobody enlisted in the national army, only in some of the state militias. In the West there was initially a good response, but after word spread that the War Dept. wasn't paying people on time and they were low on supplies, nobody wanted to join anymore. In New England, people saw it as "Mr. Madison's War" and didn't want to enlist from the start.
 - * Financial problems due to lowered revenue/import taxes b/c of the embargo and war.
 - * Regional disagreements – New England state militias wouldn't leave their state lines.
- But, of course, the US decided to try and invade Canada anyway, which led to numerous disasters: first **General William Hull** totally screwed up and ended up surrendering Fort Detroit, and then the attempted invasion from Niagara failed b/c the NY militia refused to leave its state borders.
- On the naval front the British had no problem keeping their hold over the oceans and, by 1814, was blockading almost every American port, which led the US gov't to the brink of bankruptcy.
- In the Great Lakes a shipbuilding race began, which the US won, leading to their victory at the **Battle of Put-in-Bay** on **September 10, 1813** and subsequent control over Lake Erie.
- The US also emerged victorious in the Kentucky region, where **General William Henry Harrison** led his state militia against the British, Shawnee and Chippewa forces at the **Battle of the Thames**. The US regained control of the Old Northwest, and Tecumseh was killed, which hurt Indian unity big time.
- After the US burned the Canadian capital of York, the British [who no longer had to worry about Napoleon, who they beat in **April 1814**] went down to the Chesapeake, where they set fire to Washington DC and burned it to the ground. The key battle then occurred at Baltimore in **September 1814** – the Brits. Inflicted heavy damage, but the war was basically stalemated in the region.
- The last campaigns took place in the South against the Creeks and British – the Creeks were defeated by **Andrew Jackson** at the **Battle of Horseshoe Bend** in **March 1814** [Treaty of Fort Jackson, they had to give up 2/3rds of their land]; the British were defeated at the famous **Battle of New Orleans** on **January 8, 1815** [the war had officially ended by then though].

Peace and the Effects of the War of 1812

- The **Treaty of Ghent** was signed on **December 24, 1814** and was negotiated by JQ Adams and Henry Clay. Strangely enough, there was no mention of any of the issues that actually started the war – all the treaty did was restore the good 'ol status quo. This was acceptable to negotiators b/c Napoleon had been defeated, which meant impressment was no longer a concern.
- So what *did* the war do?
 - * It reaffirmed American independence [taught the British a second lesson] and further convinced the US to stay out of European politics.
 - * It destroyed Indian resistance [Tecumseh died], leading to American expansion to the South and West [but *not* into Canada].
 - * It exposed American military weakness and made clear the importance of better transportation systems, which then made improving those two items nat'l priorities. In 1815 Madison centralized control of the military and began building a line of coastal forts, and work on the National Road progressed into the West.
 - * It finished off the Federalist party. Although the Federalists made slight gains in the 1812 election, they were undermined by fanatics who met in the **Hartford Convention** and discussed possible secession b/c NE was losing its political power to the South/West. This wouldn't have been so bad if it hadn't been timed right around the Battle of New Orleans, which made the whole thing look really stupid, not to mention treasonous. So that was the end of the Federalists.
 - * Most importantly, the war stimulated domestic manufactures, which leads us to...

Commerce and Industry

- The early republic's economy was mainly shipping based – the US was supplied food to Europe [esp. during the war] and also exported items such as cotton, lumber and sugar in exchange for manufactures. As a result of the Embargo Act and the war, however, domestic manufacturing increased.
- **Samuel Slater** set up the first textile mill in the 1790s, but manufacturing didn't really pick up until the war b/c the DR gov't did not promote home industry.
- Finally in **1813** the **Boston Manufacturing Company** was chartered and the first American power loom was constructed in Waltham, Mass. Before long, many women were purchasing the cloth made by the workers rather than producing their own.
- Esp. initially, the mill managers adopted a paternalistic approach towards their young women workers, promising good living conditions and occasional evening lectures in order to lure NE farm daughters to the factory. This **Lowell System** soon spread to all the NE river mills.
- And that was just the beginning...

Nationalism, Expansion and the Market Economy (1816 – 1845)

Postwar Nationalism in the "Era of Good Feelings" (1815 – 1824)

- After the successful conclusion of the War of 1812, nat'lism surged and the DRs began to encourage the economy and pass more nat'list legislation.
- In his second term (1812 – 1816) Madison proposed economic and military expansion through the creation of a second nat'l bank and improvements in transportation. To raise \$ for this and to help manufacturing, Madison suggested implementing a protective tariff [but unlike the Federalists he claimed that only a constitutional amendment could give the fed. gov't the power to build roads/canals].
- Congress viewed the plan as a way of unifying the country, and most of the program was enacted in 1816: the Second Bank of the United States was chartered, the **Tariff of 1816** was passed, and funds were appropriated for the extension of the National Road to Ohio [though Calhoun's big road/canal plan was vetoed by Madison].
- In the **Presidential Election of 1816** DR **James Monroe** easily triumphed over the last Federalist Presidential candidate, **Rufus King** from NY. The lack of party rivalry caused a Boston newspaper to dub the time the "Era of Good Feelings." Monroe continued to support Madison's programs.
- The only place that remained a Federalist stronghold was the Supreme Court, which was still led by Chief Justice John Marshall. He ruled in favor of a strong central gov't in the following cases:
 - * *Fletcher v. Peck (1810)* – in this case the SC ruled against a Georgia law that violated individuals' rights to make contracts.
 - * *McCulloch v. Maryland (1819)* – in this case SC ruled against a Maryland law taxing the Second Bank of the US and consequently asserted the supremacy of the federal gov't over the states. Marshall also reinforced a loose constructionist view of the Constitution by reaffirming that Congress had the right to charter the bank. He sided w/the commercial/industrial side too.
 - * *Dartmouth College v. Woodward (1819)* – in this case the SC nullified a NH law altering the charter of Dartmouth College.
 - * *Gibbons v. Ogden (1824)* – confirmed federal jurisdiction over interstate commerce.
- So Madison's second term and Monroe's terms were characterized by nat'lism and improvement in transportation, the military, and manufacturing.

Slavery and the Missouri Compromise

- Nat'lism united Americans, but the question of slavery still threatened to divide them. With the exception of an act ending the foreign slave trade [January 1, 1808], the issue had been avoided as much as possible.
- In **1819** [Monroe's first term], however, debate over slavery became unavoidable when Missouri petitioned Congress for admission to the Union as a slave state.
- The issue dominated Congress for 2½ years, for it could easily upset the carefully created balance between slave and free states. If Missouri was admitted as a slave state, slavery would be pushed towards the North, and slave states would gain a one-vote edge over free states in Congress.
- At one point NY Representative **James Tallmadge, Jr.** proposed gradual emancipation in Missouri, which outraged Southerners. Although the House passed the Tallmadge amendment, the Senate rejected it.
- Finally, in 1820 House Speaker **Henry Clay** proposed the **Missouri Compromise** – Maine would enter as a free state [it was taken out of Massachusetts] and Missouri would enter as a slave state, but in the rest of the Louisiana Territory north of 36°30' slavery was prohibited.
- The agreement worked but almost was destroyed in November when Missouri's constitution was found to bar free blacks from entering. So Clay proposed a second compromise in 1821 – Missouri wouldn't

discriminate against citizens of other states. Once admitted to the Union, Missouri ignored the compromise, but for the short term conflict had once again been avoided.

Foreign Policy During the Monroe Administration

- Foreign policy during this period was placed in the capable hands of **John Quincy Adams**, who served as Secretary of State (1817 – 1825) and was a skillful diplomat and negotiator. JQ was an expansionist who pushed to obtain fishing rights for the US in the Atlantic, political separation from Europe, and peace.
- Important post-war treaties under JQ include...
 - * *Rush-Bagot Treaty (1817)* – agreement between the US and GB to limit their naval forces in the Great Lakes. It was the first modern disarmament treaty and led to the eventual demilitarization of the US-Canada border. Then, at the *Convention of 1818* the US-Canada border was fixed at the 49th parallel.
 - * *Adams-Onís Treaty (1819)* – agreement between US and Spain that completed the US acquisition of Florida [Northern border came from the Pinckney treaty, Western border in 1810, and the Northeast was invaded by Jackson in 1818, which precipitated the Seminole Wars].
- Only one danger zone remained for the US after the treaties, and that was Latin America. In 1822, the US became the first non-Latin American nation to recognize the newly formed countries – but JQ was quick to realize that France would soon try to return the region to colonial rule.
- GB also caught this and proposed a joint US-British statement against European intervention in the area, but JQ refused, insisting the US had to act independently.
- In December 1823 the **Monroe Doctrine** was introduced to Congress. It basically called for: no more European colonization of the Western Hemisphere or European intervention in independent American nations. In return the US wouldn't interfere in Europe.
- Essentially, the MD was a big bluff b/c the US didn't have the military strength to enforce it. Luckily, the British had their own motives for keeping the rest of Europe away [trade], so it worked out.

Economic Growth after the War of 1812

- After the War of 1812 Americans became increasingly involved in the market economy, and jobs became more specialized as transportation improved.
- As farmers and craftsmen formerly had only to cater to the needs of their small communities, where bartering allowed them to get goods they couldn't produce themselves, with the spread of canals and railroads, they began producing crops and goods for cash sale in nat'l and internat'l markets.
- The division of labor, combined with increasing mechanization, new financial methods and transportation caused tremendous expansion in the economy, which prompted more improvements, and so on.
- Growth, however, was uneven: there was great prosperity from 1823 – 1835 and from 1839 – 1843, but in between there were periods of deflation [dec. in prices] where banks collapsed and many businesses failed. These cycles were known as *boom-and-bust* cycles.
- The first crash occurred in **Panic of 1819** – avid speculation on Western lands had led to a precarious situation, and when manufacturing fell in 1818, prices fell drastically. This devastated workers.
- What caused the boom-and-bust cycles? Direct result of the market economy b/c prosperity first stimulated demand for manufactured goods, leading to higher prices, higher production, and speculation in land. When production surpassed demand, prices and wages fell, causing land and stock values to collapse.
- Most felt that the B&B cycles were a way of weeding out unprofitable businesses, making the economy more efficient. And, at least in theory, each seller determined the price – so the market economy increased individual freedom.

The Government's Role in the Market Economy

- Most believers in the market economy felt that limited government participation allowed for the most economic expansion.
- Nevertheless, the government actually had an active role in economic growth through...
 - * United State Post Office – helped spread information and set up first telegraph lines
 - * Patent laws – protected inventors
 - * Protective tariffs – encouraged domestic manufacturing
 - * Surveying new land – allowed farmers to settle further West and use new lands
 - * Improving transportation – linked commerce, esp. linking Western farmers to the East
- The judiciary encouraged gov't involvement in the economy and business in general. See *Gibbons v. Ogden (1824)*, which broadly defined Congress' power over interstate commerce and *Dartmouth College v. Woodward (1819)*, which protected contracts against state interference.

- The concept of the *corporation* also emerged through federal and state court rulings: corporations, groups allowed to hold property and do business as if they were individuals, were allowed to sell shares where the shareholders were granted *limited liability* [no responsibility in company's debt beyond original investment].
- This encouraged people to support new businesses, and the number of corporations grew. Early on special legislative acts were needed for each corporation, but after the 1830s procedures were est. to make the process faster.
- Court rulings extended the powers of corporations, as in the *Charles River Bridge v. Warren Bridge (1837)* case, in which it was decided that new enterprises couldn't be held back by implied privileges under old charters – encouraging competition and new industries.
- State gov'ts played a very large role in promoting the economy: they invested in railroads starting in the 1830s, provided banks and corporations w/capital, and regulated the activities of corporations and banks.
- As a result of gov't efforts the US economy grew [unevenly] from 1812 to around 1850. As the economy grew, though, the dependence of the corporations on the states for investments declined.

Improvements in Transportation

- Following the War of 1812 the states invested in roads, canals and railroads. This increased the importance of the northeastern seaboard cities, which were already financial centers, by centralizing exports from the South and West there. By contrast, the South spent little \$ on transportation and stayed rural.
- Water routes were the primary modes of transportation, but as settlement moved beyond the major rivers new methods of transportation were developed:
 - * **National Road** – this highway began in Maryland and reached Ohio in 1833.
 - * **Erie Canal** – completed in 1825, the canal linked the Great Lakes with NYC and set off a wave of canal building across the country.
 - * **Railroads** – as investment in canals fell in the 1830s, railroad construction boomed [but it was not until the 1850s that long-distance service was offered at good rates].
- New technology reduced travel time and shipping greatly, stimulating the economy.